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IMAGERY
ANALYSIS
DIVISION

PIR

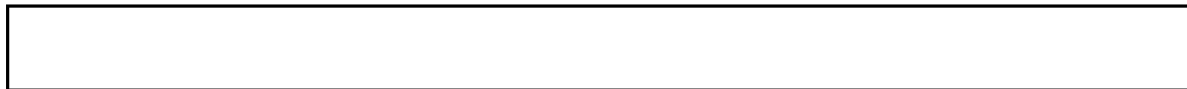
PHOTOGRAPHIC INTELLIGENCE REPORT

VITAL INTERESTS COPY

TRAFFIC ON THE CHENG CHOU-PING HSIANG
RAILROAD, CHINA

Declass Review by
NIMA/DOD

25X



CIA/PIR 65040

25X

DATE Sept. 1965

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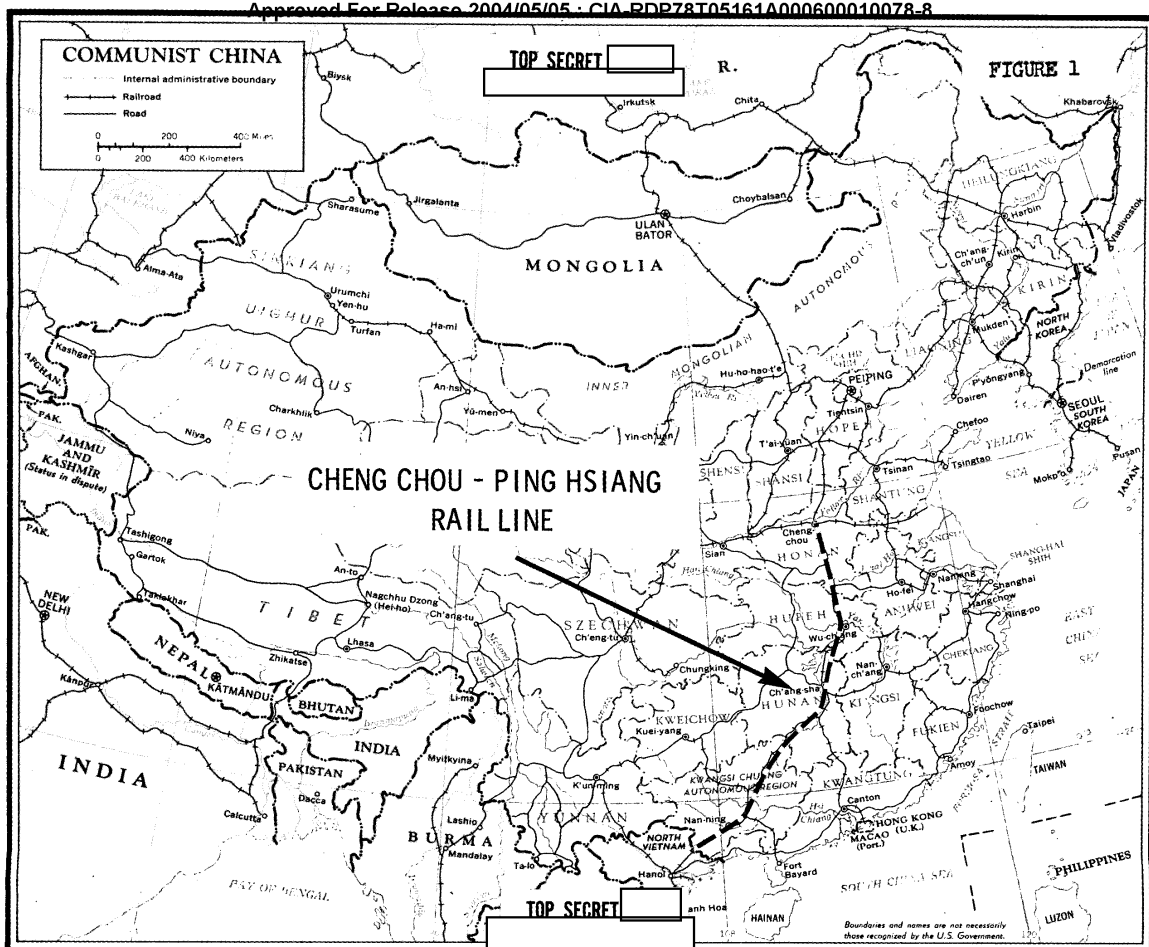
GROUP 1
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TRAFFIC ON THE CHENG CHOU-PING HSIANG
RAILROAD, CHINA

This report of the traffic on the Cheng Chou-Ping Hsiang Rail Line (Figure 1) was made in order to compare the level of traffic during [] on this rail line with a previous basis established by CIA/PIR-5028/65. 25X

In this study a count or estimate of freight cars observed in selected yards along the rail line was made. The size of the yards was compared with prior photo coverage. In addition, a count of all trains observed on the section of rail line covered was recorded, along with the location, type, speed, direction and number of cars. This information is presented in tabular form. An annotated map (Figure 2) is included showing the location of each train observed in this study.

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RAIL YARD OCCUPANCY

RAILYARD	TYPE	FREIGHT CARS OBSERVED AS PER CENT OF CAPACITY	*CAPACITY OF RAILYARD
Cheng Chou Yard No. 1	Freight	30	980 Freight Cars
Cheng Chou Yard No. 2	Classification	60	1275 Freight Cars
Cheng Chou Yard No. 3	Classification	40	2665 Freight Cars
Cheng Chou Yard No. 4	Classification	45	1090 Freight Cars
Cheng Chou Yard No. 5	Freight	15	375 Freight Cars
Ping Hsiang Yard No. 1	Transshipment	30	600 Freight Cars
Ping Hsiang Yard No. 2	Transshipment	40	440 Freight Cars
Ping Hsiang Yard No. 1	Transshipment	29	600 Freight Cars
Ping Hsiang Yard No. 2	Transshipment	36	440 Freight Cars
Heng Yeng Yard No. 1	Classification	40	420 Freight Cars
Nan Ning Yard No. 1	Classification	25	540 Freight Cars
Nan Ning Yard No. 1	Classification	23	540 Freight Cars

* There was no change in the capacity of the rail yards from previous missions.

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Approximately 205 miles of the Cheng Chou-Ping-Hsiang Rail Line from 22 06N - 106 44E to 22 36N - 109 08E was covered by mission []

The results of the study are presented in the following table. The location of each train is annotated on the accompanying map (Figure 2).

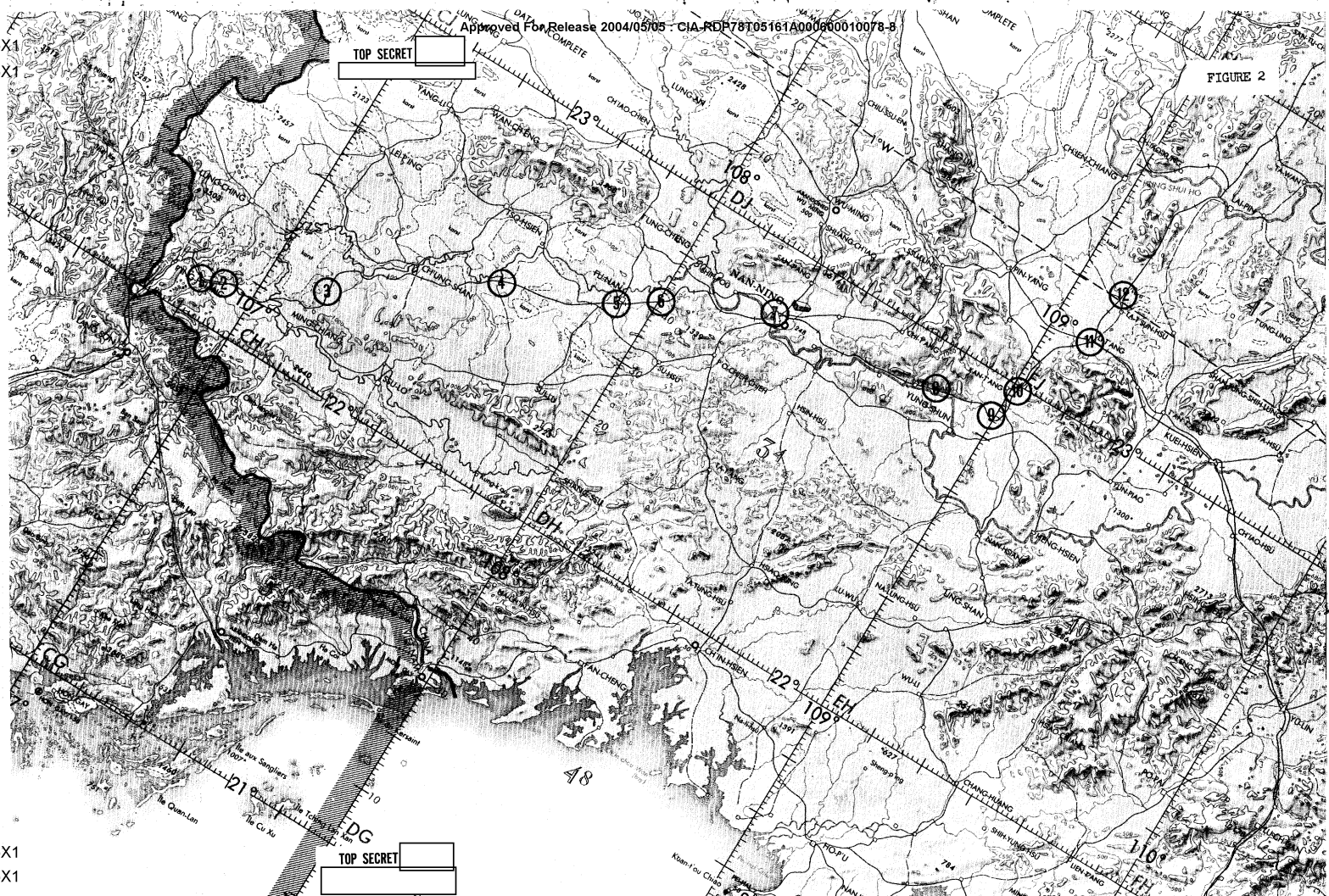
<u>No.</u>	<u>Type</u>	<u>Location</u>	<u>Direction</u>	<u>Speed</u>	<u>No. Cars</u>
1	Mixed	22 06N - 106 50E	N	0	18
2	Freight	22 07N - 106 54E	S	0	20
3	Passenger	22 15N - 107 10E	S	*	10
4	Freight	22 31N - 107 35E	S	17	18
5	Freight	22 38N - 107 54E	N	*	6
6	Freight	22 41N - 108 00E	S	0	11
7	Passenger	22 49N - 108 18E	N	0	10
8	Freight	22 52N - 108 48E	S	*	25
9	Passenger	22 53N - 108 59E	N	*	4
10	Freight	22 59N - 109 01E	N	0	31
11	Freight	23 12N - 109 08E	S	*	31
12	Freight	23 21N - 109 08E	N	*	27

* Could not be determined

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FIGURE 2



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REFERENCES

MAPS

- AMS. Series L509, NF 48-8, Lung-Ching, Scale 1:250,000, 1st ed., June 1957 (UNCLASSIFIED)
- AMS. Series L500, NF 49-1, Lai-Pin, Scale 1:250,000, 1st ed., Feb. 1963 (UNCLASSIFIED)
- AMS. Series L500, NF 49-5, Nan-Ning, Scale 1:250,000, 1st ed., Jan. 1959 (UNCLASSIFIED)
- ACIC. ONC-J-11, Scale 1:1,000,000, 4th ed., Dec. 1964 (CONFIDENTIAL)
- CIA. Map No. 37355, March 1963 (UNCLASSIFIED)

DOCUMENTS

- CIA. PIR-5028 Cheng Chou-Ping Hsiang Railroad Line Study China July 1965 (TOP SECRET)

REQUIREMENT

- CIA. C-RR5-82,928

CIA/IAD PROJECT

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